

# APPENDICES

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# **Aurora-Litton Neighborhood Planning**

## **Public Participation Report**

March 2, 1999

Aurora-Litton neighborhood planning has its roots in discussions held by the Litton Springs Community Council in 1996. Challenged to expand the group to be inclusive of the proposed residential urban village at 97@Aurora, interested participants on both sides of Aurora were quickly found. Throughout the neighborhood planning process, participation has been quite even from both sides of Aurora Avenue and this is leading to a new definition of what really is the "neighborhood." The term Aurora-Litton has emerged to denote the area that includes the "Aurora-Litton Residential Urban Village." The Aurora Avenue Merchants Association has declined to participate in the process. However, several business people in the area have participated and the Aurora-Litton Planning Group (ALPG) has made special efforts to notify and involve local merchants in their planning. The group is grateful to Seattle City Light for offering a centrally-located meeting space throughout the planning process at the North Service Center auditorium.

### **Highlights of Public Involvement in Making the Plan**

The Aurora-Litton Planning Group has used walking tours effectively both to survey specific aspects of their neighborhood and to provide preference information for a formal safety audit of their area. While notices have been mailed frequently, the group has on several occasions divided up and hand delivered flyers, notices, and surveys. As a result, the participants have become very familiar not only with their local "ground" but also with their local business community.

The Aurora-Litton Planning Group has been innovative in their focus on graphics as a planning tool. In their initial meetings, Jan Brucker (co-chair and innovator) created a neighborhood slide show with a narrative. At several points in the process she showed the slide show again and the narrative changed as the group became more and more familiar with the topics and slides under discussion. The group was very careful in their consultant hiring to ensure that graphics was an expertise available throughout their process.

A special publication *The Aurora-Litton Neighborhood Planning Gazette* has been published throughout the planning process, sometimes combined with the Litton Springs Community Council's *Litton Springs Currents* to attract more involvement.

The Aurora-Litton Planning Group has done most of their planning in town hall meetings and workshops. Topical subcommittees helped plan these events and provided extra effort to follow-through on research and studies. The steering committee has been lead by three co-chairs, who have taken on most of the administrative responsibility for this planning effort. Town hall or large group meetings have been held almost monthly throughout the planning process. Additional subcommittee, steering committee and co-chair meetings have been held at least monthly and often more frequently.

### **Focused Meetings, Walking Tours, and Surveys**

- June 14, 1997: Special Aurora-Litton town hall meeting and slide show.
- September 6, 1997: Special Aurora-Litton town hall meeting focus on Aurora Avenue (review of approaches taken by Shoreline, Tukwila, Lynnwood and a second look at the slide show).
- September, 1997: Walking tour to explore connections between the parts of the neighborhood and how they “work” to provide connections between and to/from local businesses on Aurora Avenue North.
- November, 1997: Special assignment: block density study. Consultant created instruction sheets, block maps and provided cameras for volunteers to study specific blocks. Volunteers reported back.
- December, 1997: Planning surveys distributed by mail in *The Aurora-Litton Neighborhood Planning Gazeffe* and about 800 delivered door-to-door. Survey return was poor and it was redistributed in January through a “stakeholder mailing” of the *Aurora-Litton Gazeffe*.
- February 14, 1998: Aurora-Litton town meeting: “Where is the heart of Aurora-Litton?” Workshop focused on where the commercial, public and natural centers are in the Aurora-Litton neighborhood.
- April 1998: Safety audit survey included in *Aurora-Litton Gazeffe* mailed to Aurora Avenue merchants as well as the group’s mailing list.
- April 1998: Safety audit walks (4), selected walks to identify where people fear criminal activity.
- April 1998: Land use walk to investigate potential land uses and development.
- May 1998: Public and Open Spaces Workshop.
- June 1998: Aurora Avenue Workshop.
- July 1998: Linkages Workshop.
- August 1998: Zoning, Boundaries, and Design Review Workshop.
- September 1998: Litton Springs Picnic.
- September 1998: Presentation of Safety Audit and Risk Assessment Report. Does the fear of crime match actual crime incidence? Does the fear of crime match reported crime patterns?
- November 1998: Focus group validation meeting especially for local business people.
- November 1998: Aurora-Litton “Neighborhood Plan Newsletter” (validation mailer) containing a plan summary was distributed as a “stakeholder mailing” Comments due on December 20, 1998. Copies of the Draft Plan were made available at several locations.
- December 1998: Town Hall Validation Meeting.
- December 1998: Formal request for comments by the Aurora-Avenue Merchants Association. Comments gathered, reviewed, and the Draft Plan revised (including the City’s preliminary comments).

- January 1999: Detailed comments were received from the Aurora Avenue Merchants Association and were reviewed carefully by co-chairs before completing revisions to the Aurora-Litton Plan.
- March 1999: Final Plan completed.

### **Neighborhood Planning Newsletters Published:**

*Licfon Springs Currents, on Neighborhood Planning, January '97*

*Licfon Springs Currents, on Neighborhood Planning, February '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Undated First Issue (May '97)*

*Aurora-Licfon Neighborhood Planning Gazette Meeting Notice (undated second issue, June/July '97)*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Issue No. 3, Aug/Sept. '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Issue No. 4, Oct/Nov '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 1, Issue No. 5, Dec. '97*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 1, Jan. '98 (mailed as stakeholder mailing)*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 2 (Dotty does not have, is there one?)*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 3, April '98*

*Aurora-Litton Neighborhood Planning Gazette, Vol. 2, Issue No. 4, May '98*

*Aurora-Litton Neighborhood Planning Gazette, Vol. 2, Issue No. 5, July-Aug '98*

*Aurora-Licfon Neighborhood Planning Gazette, Vol. 2, Issue No. 6, October '98*

*Aurora-Litton Neighborhood Plan Newsletter, November 1998 (validation mailer sent to stakeholders)*

### **Special Opportunities/Projects on Specific Issues**

- August 1997: Aurora-Litton group creates special outreach to Aurora Avenue Merchants including a first-class-letter and visitations or phone calls to merchants. Co-chair attended Aurora Avenue Merchants Association Meeting.
- October 1997: Intersection of North 90" Street and Aurora Avenue North selected for special focus discussion at the Pedestrian Planning Workshop sponsored by Seattle's Planning Commission at the U.W. Aurora-Litton group members participated and reported to community.
- October 1997: Open Space Committee joined a community meeting at Wilson-Pacific School to review vision of landscape architect Randy Allworth for future redevelopment of the site. A point person of the planning group made regular reports to the Aurora-Litton group on progress.
- January 31 1998: Aurora-litton folks participated in the North North Gathering convened by NPO to hear about issues affecting all north groups.
- March 1998: The group reproduced their Phase I report and delivered it to each local merchant.
- May 1998: A subcommittee of the Aurora-Litton group began discussions with DPR about the Kelm House to identify options.
- June 1998: Councilmember Conlin addressed the Board of the Aurora Avenue Merchants Association at the request of neighborhood planning groups that include Aurora Avenue. Aurora-Litton's participant who is also an AAMA member observed and reported.

- July 1998: SPD Crime Prevention made an invaluable contribution of data to the Aurora-Litton Safety Audit and Risk Assessment.
- July 1998: Many Aurora-Litton participants joined other neighborhood planning group participants in topical discussion of mutual interest at North North Gathering convened by NPO.
- July 1998: Discussion between Aurora-Litton co-chair, NPO, and SPU initiates drainage assessment and program to address issues of Litton Springs Creek. SPU agrees to explore daylighting the creek on the Wilson-Pacific site as a possible option.
- September 1998: Aurora-Litton group joined the Litton Springs Community Council Picnic, held a brief al fresco meeting, and shared in both the fun and the opportunity to talk with people about neighborhood planning.
- September 1998: Briefing by City Light on North Service Center renovation.
- October 1998: Planting of the new street end park at 95th Street and Ashworth Avenue next to Litton Springs Park.
- November 1998: A very special invitation was developed with four business owners in the area to gather business owner/manager input on the Draft Plan. The event was a breakfast meeting at a local restaurant and Councilmember Licata joined the group.

Dotty DeCoster, NPO

# **Safety Audit and Crime Risk Assessment Study**

**Conducted for the Aurora-Litton Neighborhood Planning Group  
by Action Assessment Group, Inc., Langley, B.C., CANADA, 1998**

## **EXECUTIVE SUMMARY**

### **INTRODUCTION**

In April 1998, the Aurora Litton Planning Group (ALPG) hired Action Assessment Group, Inc., crime prevention planners and urban safety consultants, to conduct a crime risk assessment of the Aurora Avenue/ Litton Springs area. Part one of this study was to conduct a safety audit of the area with neighborhood residents, business persons and employees to assess fears of crime in the area and glean recommendations from them as to how the Aurora-Litton Planning Group could provide direction in their neighborhood plan for improvements to prevent crime and alleviate fear of crime. Part two was a crime risk assessment analysis of actual crime reported in the area and the "fit" between the perception of crime and the reported crime statistics.

### **BACKGROUND RESEARCH**

Crime prevention through environmental design otherwise known as CPTED (pronounced "sep-ted") starts from the premise that human activities are strongly influenced by the physical environment and that good physical design can reduce opportunities for crime to occur. CPTED examines how the physical attributes of locations can be modified to discourage undesirable criminal and nuisance behavior and encourage the social interaction and group activities that create strong neighborhood communities. CPTED practitioners are developing and communicating "case histories" to demonstrate how modest changes in a physical environment are assisting communities in creating safer and healthier places.

The "safety audit" was developed in Toronto, Ontario, Canada by the Metropolitan Toronto Police Force and the Metro Action Committee on Public Violence against Women and Children (METRAC) in 1988, based on victimization studies in the Toronto Metro system. The safety audit is a tool used in the crime risk assessment technique where residents', visitor' or workers' perceptions of the environment, or fear of crimes, are recorded in a walking tour at night (and sometimes during the day depending on the circumstances).

The risk assessment technique, developed by Action Assessment Group is a planning tool developed to assess the actual risks of crime in an area based on a variety of statistical and demographic attributes that can affect crime patterns related to existing or proposed developments. Statistics are based on local police experience.

## STUDY METHODS

In April 1998, members of the Action Assessment Group team surveyed the site extensively and photographed locations that detracted from or benefited the appearance of safety in the Aurora-Litton planning area. Four safety audit routes were selected and volunteers were recruited with as much diversity of age, physical size and condition as possible for each route. Four evening safety audits were performed with local residents and employees of Seattle City Light North Service Center (a local business) as participants, and perceptions were recorded and mapped as "fear of crime zones."

Next, in collaboration with the Aurora-Litton Planning Group, David Nemens Associates and Inghram Design Consultants, residential and business mailed surveys were developed and distributed to the ALPG mailing list first, and then in a USPO saturation mailing as a Neighborhood Planning Office "stakeholder mailing." Other surveys were taken door-to-door for both residents and businesses. The surveys were designed to develop a demographic profile of the user groups, their duration in the area, fears of crime, and times people do or do not feel safe in the neighborhood at home or at work.

Concurrently, crime data was obtained from the Seattle Police Department in the form of dispatch data (actual police responses to calls for service) for 1996, 1997, and January - May 1998, and crime statistics from official SPD reports for 1994 and 1995 showing crime statistics by census blocks. The dispatch data included maps by crime or call type covering the study area by year, and composite maps were developed for 1996-May 1998 to develop overall patterns. These patterns of hotspots were then overlaid on an existing zoning map for the proposed Aurora-Litton urban village and on existing building footprints to show there is a relationship between crime patterns and urban form. An analysis of the numbers of crime or call types was conducted to mathematically show the percentages of crime or call categories by ranking from highest to lowest to develop a picture of what generated most of the police calls for service and what the real risks of crime were.

## CONCLUSIONS

### Safety Audit

The safety audit participants and their observations reveal that the majority of the Aurora-Litton neighborhood area is safe, with exceptions being the Aurora Avenue North corridor, and several side streets, North 85<sup>th</sup> Street to Inter-lake Avenue, and North 105 Street and portions of Northgate Way. While participants commented on elements generating fears for personal safety, numerous landscape features such as mailboxes, use of ornate landscaping and fences, public art, and ambient lighting from homes enhanced feelings of public safety. Other items such as daylighting Licton Creek and improving the area around Licton Springs Park and the Wilson-Pacific School area generated consensus as an important focus for building community.

Most of the fears for personal safety centered around lack of amenities for pedestrian safety and traffic, crossing points on Aurora Avenue North and Northgate Way. Other areas within the neighborhood have been singled out as being unsafe for pedestrians due to lack of sidewalks, or the interference of traffic calming devices such as traffic circles.

Other observations hampering personal safety revolved around a need for more maintenance of lands fronting public open spaces and rights-of-way, such as tree trimming, open fences for visibility, sidewalk repair, and general property management.

On Aurora Avenue North, the area of greatest concern, participants felt that regardless of the land uses dominated by automobile traffic and patronage, pedestrians will be a feature on the street at least some of the time, as casual users or as passengers from transit. Telephone interviews with residents during the course of this study indicated that some residents want to be able to use Aurora Avenue as a place to conduct daily activity and shopping, but they are restricted due to fear of crime and the lack of amenities and features on Aurora Avenue that allow users to feel safe at night, and sometimes during the day, makes this environment a very unwelcoming space. The crime risk analysis bears out many of these concerns in the analysis of police dispatch data.

### **Risk Assessment**

The risk assessment analysis shows that year after year the patterns of crime generally remain constant, concentrated along many of the same roads and other areas mentioned in the safety audit. What the numbers from the surveys appear to show is that in spite of the fears of crime, the greatest fears are for traffic concerns, and ease of mobility in the neighborhood. As a result there were numerous calls for sidewalks in areas frequented by pedestrians, and in general a way to have more control over neighborhood streets by pedestrians.

Literature research has shown from other reports and papers that the primary consideration of user needs is that people want to see more pedestrians who are legitimate users of public and private facilities on the streets. People are strongly sensitive to the appearance of how safe existing pedestrians look on public right of ways. If there are no pedestrians on the street, those areas tend to be avoided. More pedestrians on the streets is an indicator to visitors and others that some modicum of informal control of the premises is exercised by residents and proprietors of businesses.

Data from the police showed that the majority of crimes were object oriented, such as toward cars, or that property damage was a result of burglary to businesses and homes. Highest on the over 4,300 dispatched calls for service were traffic incidents, such as DWI or other investigative incidents. Second on the list were police responses to domestic violence incidents between persons in their own homes. This revelation indicated that personal safety risk at home is higher by far, than being assaulted by strangers on the street. Furthermore, the more random pattern of domestic incidents indicate that domestic violence cuts across demographic, racial and economic lines. Violent crimes such as rape, sexual offenses, arson, homicide, prowlers, and weapons charges were all less than 1% of the total calls for service.

While the number of persons experiencing assaults in the residential and business surveys show that almost no-one had been assaulted, and they all generally feel safe during most times of the week, vehicular thefts, assaults observed or heard of, reported robberies tended to generate a high fear of crime in the area. Of the dispatch data shown, assaults make up 7.5% (326 incidents over 2-1/2 years) of the calls for service. The majority of those assaults were telephone threats.

Generally the results appear to show a neighborhood that has a number of hotspots, and that crime is oriented toward objects, not people. But there are enough urban indicators in the

environment that visitors and residents have high fears of crime, notably in the Aurora Avenue corridor, and on N. 85<sup>th</sup> Street and N. 105 Street/Northgate Way.

## RECOMMENDATIONS

The safety audit walks identified specific areas of fear of crime, and recommendations were made for enhancing the pedestrian experience of the neighborhood streets for public safety. The surveys showed that although there appears to be high fear of crime among residents and members of the business community, the actual risk of assault on neighborhood streets, workplaces, or nearby shopping areas appears to be low. The majority of responses indicate that traffic on local streets cause more concerns for personal safety on local streets than actual crime. The police data analysis clearly shows that crime is located in very specific zones within the neighborhood planning boundaries, and that statistical analysis of calls for service place traffic incidents highest of all calls for service from 1996 to the present. The threat of violent crime and public safety on local streets pales compared to the figures shown for domestic violence and object-oriented crimes, such as car prowling and property damage. Plotting locations for police dispatch on local land use plans shows that there are areas receiving repeat calls for service and crime patterns are not random.

Recommendations for crime prevention planning in the Aurora-Litton area are made on four different levels of scale: the planning area, the sub-neighborhood area, the commercial spine of Aurora Avenue North, and the block or house level. Many of the recommendations are based on results of recent community workshops with the Aurora-Litton Planning Group, locally available municipal documents, and literature from the Internet.

### Planning Area

The streets in the planning area form the basic structure of the neighborhood, and dictate major patterns of automobile and pedestrian movement. It is easy to pass through some neighborhoods and not get any sense of neighborhood boundaries or character, so transportation has a major impact on neighborhood definition, and crime prevention measures.

- **Boundary Definition and Place Making**  
Encourage programs that define neighborhood boundaries by means of public art initiatives, sculpture programs, and other neighborhood markers. Boundary definition also means adequate signage for efficient wayfinding, and locations of neighborhood interest and businesses. Good examples of public art and neighborhood definition can be found in the Fremont neighborhood, such as the Fremont Troll, the statue of Stalin, the Canal Street Must Stop sculpture at Canal Street and Fremont Avenue, and the rocket on North 25<sup>th</sup> Street and Evanston Avenue North.
- **Bus Routes and Stops**  
Plan new bus routes and bus stops where they can be watched by local businesses and residents. For example, relocate bus stops from adjacent lots or land uses that have poor lighting and visibility to and from the site, and have low potential for victims to find places of refuge while waiting for or getting off buses.
- **Street Closures**  
Investigate closing key streets where pedestrian linkages from important community connections can be established between divided parts of the Aurora-Litton area. And

example could be to close some east-west streets where pedestrian crossings on Aurora Avenue form critical pedestrian links between neighborhood sectors east and west of the Aurora commercial area.

The purpose of closing streets is twofold: to slow traffic on local streets, and allow pedestrians to regain control of the street environment for the purposes of natural surveillance. Based on survey information gathered from residents and businesses, and police data, fear of crime appears to result from respondents' sense of personal control of their street.

Points of street closures may be designed as local neighborhood gathering nodes with businesses that support social activity and visitation such as coffee shops and cafes. Off-street parking may be provided by using a section of closed streets as parking lots that allow patrons from Aurora Avenue to park without endangering Aurora Avenue traffic.

Coordination with the Washington State Department of Transportation (WSDOT) and the City of Seattle is required for careful planning of street closures to avoid traffic displacement and aggravating problems elsewhere in the neighborhood.

- **Alleys: the untapped resource**

The alleys in the Aurora-Litton area are poorly defined spaces where ownership of territory is not clear, but they serve important connective functions between parts of the neighborhood. However their current undeveloped state generates high crime fear levels as indicated by the safety audits. Some crime actually does occur in the alleys, but no hard evidence indicates that they are more dangerous than major roads such as Aurora Avenue or North 105 Street. Alleys are an untapped resource for pedestrian connections and urban revitalization. Potential exists for utilizing alleys as "safewalks" where people can use them as alternatives to Aurora Avenue or local streets.

Efforts should be made to work with new or existing businesses and residents to develop alleys as areas of commercial and residential development that provide natural surveillance onto alleys. With alleys occupied by legitimate users, their presence can create an environment where those intent on committing criminal acts may feel they risk being seen in those spaces.

- **Traffic Calming**

Encourage traffic calming strategies that allow cars to move slower in both directions, and encourage street curbside parking on residential streets. Cars parked at curbside become a safe barrier between pedestrians on the sidewalk and local streets. Provide sidewalks for residents and pedestrians to walk safely along local streets to points of interest, and provide surveillance on streets.

Sidewalk improvements must include municipal street tree planting programs, and spaces for personal gardening to the curb edge by residents. The continued use of mailboxes on local streets also means that mail carriers provide neighborhood security and surveillance.

- **Street Lighting**

Improvements in street lighting include lower lamp standards (12-14 feet), spaced to eliminate excessive dark spots on sidewalks, and light up interior of parked cars on the street.

In addition to municipal lighting programs, encourage neighborhood wide agreement that front porch lights be left on at night to provide a more friendly atmosphere on otherwise abandoned streets, and reduce fear levels of pedestrians. Lighting fixtures that allow true color recognition should be encouraged for pedestrians and residents to identify potential suspects of criminal activity

### **Neighborhood Area Level**

This level planning includes the blocks within the neighborhood. Definition of the neighborhood at this level is crucial for residents to develop a cognitive map of their immediate area. Much discussion continues to present evidence that a neighborhood center or heart of the community must be realized.

- **Community Center, Core Area**  
Encourage discussion and planning for neighborhood community center, potentially on or around the Wilson-Pacific School, extending to Licton Springs Park. It is recommended that daylighting of Licton Creek through the school grounds as a community initiative should be used to forge strong connections between neighbors and local organizations.

Consider multiple uses for the Wilson-Pacific School site and nearby buildings for cafes or other meeting places within the neighborhood, that encourage extended hours of use for on premises or nearby. Local bus stops should be located near such facilities for passenger safety.

- **Block Level Planning**  
Encourage residents to close off streets on occasion for block parties to form community connections within the neighborhood of the residents to become more familiar with their neighbors.

Develop a maintenance program for building owners and homeowners to keep their grounds in good repair to reduce esthetic eyesores and improve pedestrian safety on local sidewalks.

The use of low fencing and personal planting will create boundary definition for individual homes and streets. The attention to detail is an indicator that residents care about their turf.

### **Aurora Avenue North Commercial Spine**

The Aurora Avenue corridor is the most complex part of the planning area and requires active involvement between merchants, residents, WSDOT, and the City of Seattle to incorporate crime prevention through environmental design recommendations.

The Aurora Avenue Workshop held by the Aurora-Litton Planning Group in June 27<sup>th</sup> 1998 generated a number of recommendations for the neighborhood plan to address the aesthetics of changes Aurora Avenue, potential impact of future development/ redevelopment, potentials to enhance pedestrian crossings, and wrapped recommendations to reduce the threat of criminal activity. Draft recommendations related to criminal activity reduction include but are not limited to:

- Increased police presence on Aurora Avenue and adjacent side streets and alleys.

- Support community policing efforts, and increased dialogue between residents and merchants.
- Ensure development regulations create safe spaces including:
  1. lighting for new construction that prevents shadows and glare, and provide adequate illumination
  2. prevent crime opportunities, such as hidden doorways
  3. encourage buildings that allow people to have their “eyes” on the street
- Fund and implement streetscape improvements including:
  1. consistent **signage** to reduce confusion
  2. smooth surfaces, curb cuts, lighting, markings to increase pedestrian and disabled safety
  3. enhanced streetscape aesthetics
- Technology  
Devices such as security cameras to monitor activity should be used only as the last resort when other design changes are not possible
- Redevelopment around **hotspots**  
The crime risk map can be used to generally locate districts needing attention, but site redevelopment must involve detailed study of the type of crimes happening in those areas prior to recommending design solutions.
- Encourage the use of Design Review and CPTED. Develop neighborhood design review guidelines. Require that **all** new development incorporate crime prevention planning measures, and that building design is sensitive to pedestrian movement and safety in the public realm.
- Encourage more pedestrian friendly amenities along Aurora Avenue, and incorporate cafes, restaurants and other shops, some of which are opened past normal office hours to encourage pedestrian and legitimate nighttime activity
- Establish safe zones/nodes for multiple uses where pedestrian safety is assured. These zones can be located at street corners where side streets are closed to automobile traffic and pedestrian crosswalks are located across Aurora Avenue. These sites are good locations for bus stops, as they are places of refuge for transit passengers in the event of emergency.
- Redesign buildings and the pedestrian overpass at 103rd and Aurora Avenue. The west end of the overpass has steps while the east end is ramped. This dangerous movement predictor is hazardous to persons using wheelchairs or for children on strollers. For wheelchair bound persons, the steps turn the overpass into an entrapment area.

### **General Policies**

Policy development for the Aurora-Litton Neighborhood Plan for crime prevention will be integrated throughout the goals and policies of the Plan. Issues such as domestic violence and prostitution are not easily addressed in the scope of this report and are difficult to address in a

physical plan. General policy decisions should avoid stigmatization of homeless people and families, prostitutes, the elderly, and physically challenged persons.

## **ACKNOWLEDGMENTS**

Many people helped make this study. We'd like especially to thank the participants in the Aurora-Litton Neighborhood Planning group, all volunteer citizens and co-chairs Jan Brucker, Jerry Owens, and Sheryl Stich who made this study possible. Fellow consultants Stephanie Jewett and David Nemens of David Nemens Associates Inc. and Paul Inghram of Inghram Design Consultants, Seattle Police Officer Cindy Granard and Crime Prevention expert Kathy Kolarsick were of invaluable assistance. Dotty DeCoster of the City of Seattle Neighborhood Planning Office supported the project throughout.

David H. Wright, President  
Action Assessment Group, Inc.

# Aurora Ave and 97th Residential Urban Village

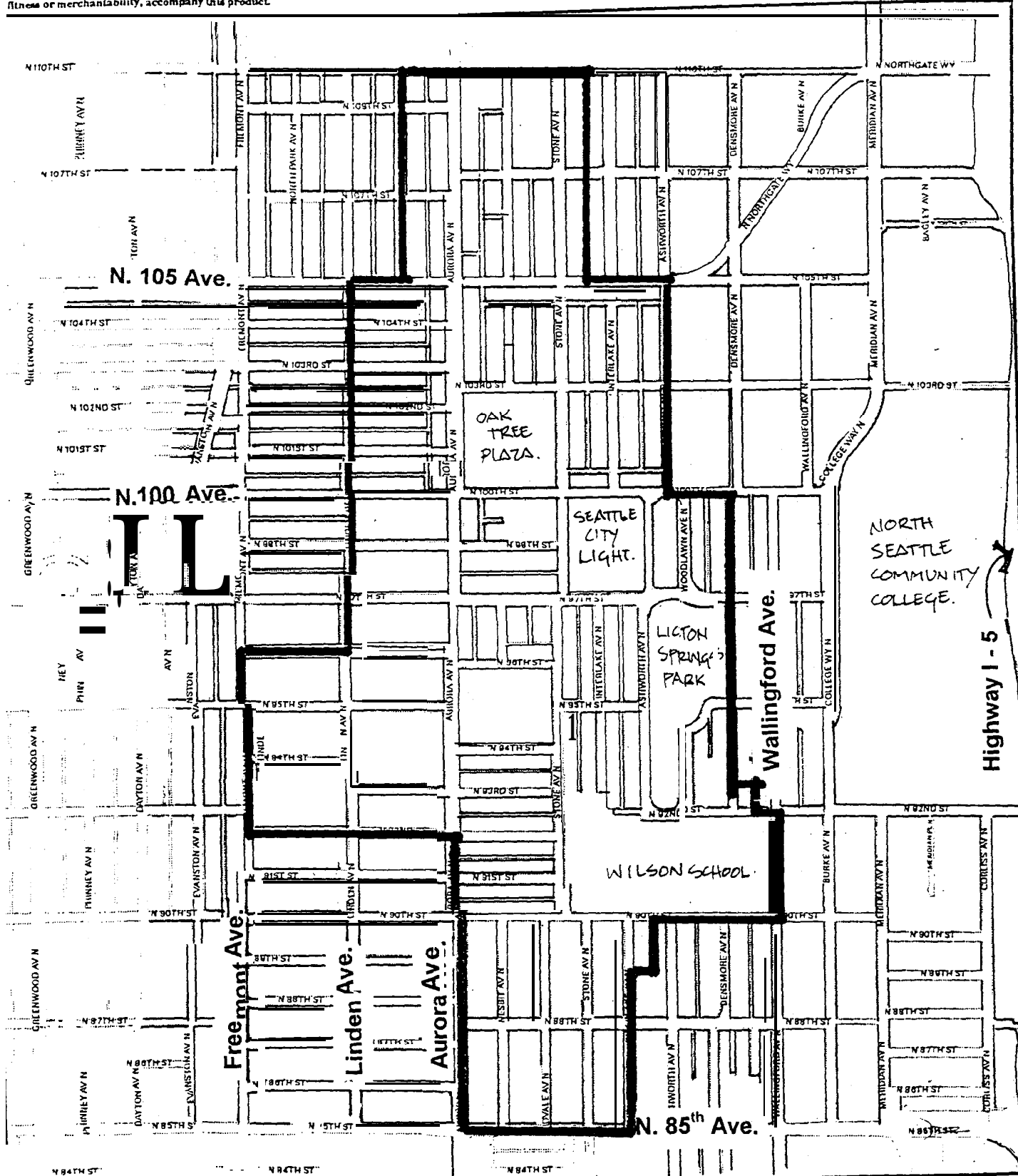


Prepared by:  
The Office of Management  
and Planning

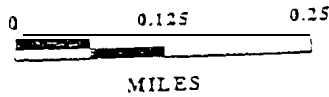
## Planning Area Boundaries

4 (a)

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**4 (b)**



ACTION ASSESSMENT GROUP INC

# Aurora Ave and 97th Residential Urban Village

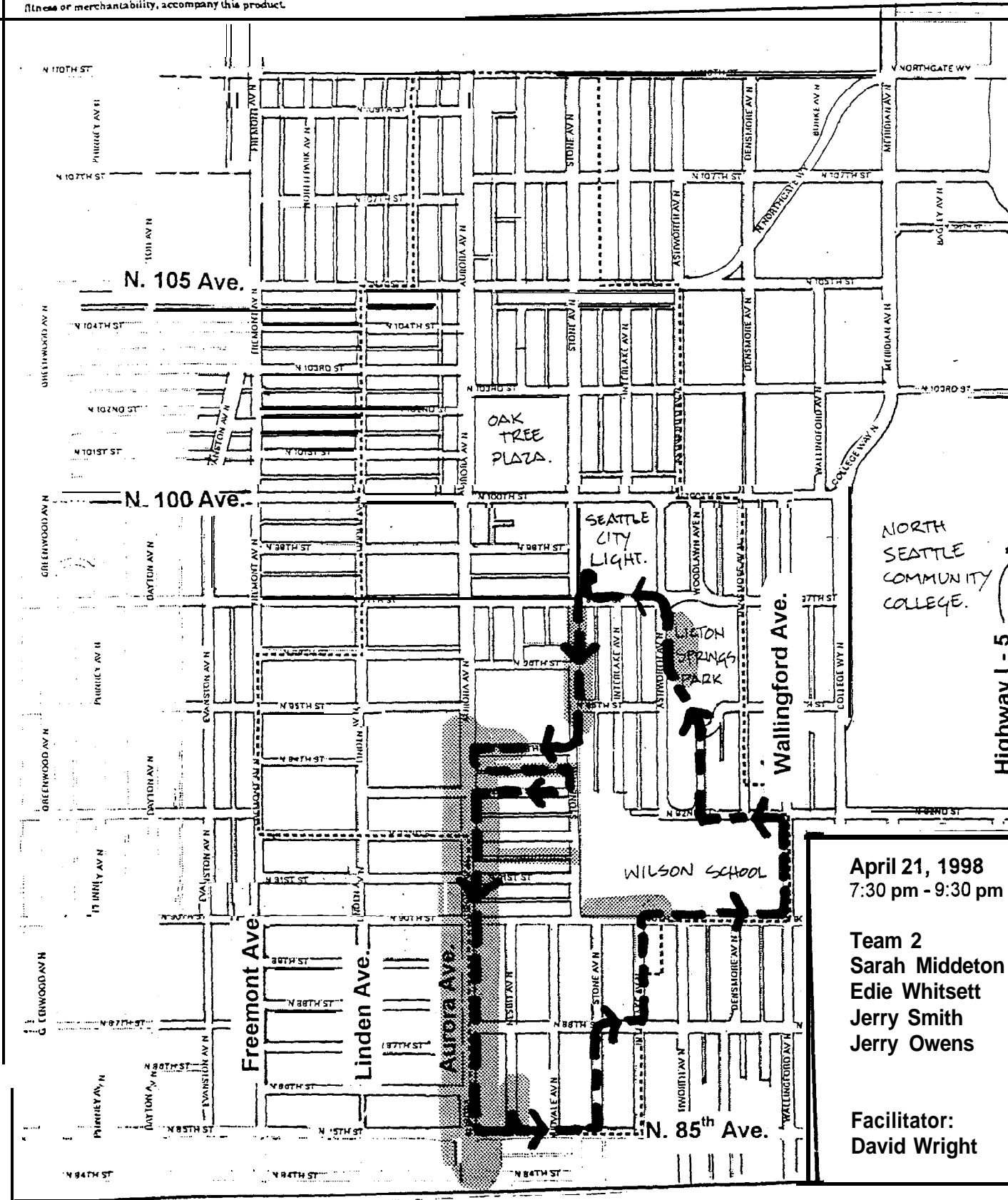
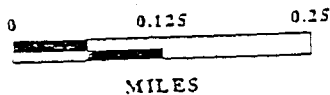
Safety Audit Team #2 Route

4 (c)



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April 21, 1998  
7:30 pm - 9:30 pm

Team 2  
Sarah Middleton  
Edie Whitsett  
Jerry Smith  
Jerry Owens

Facilitator:  
David Wright

# Aurora Ave and 97th Residential Urban Village

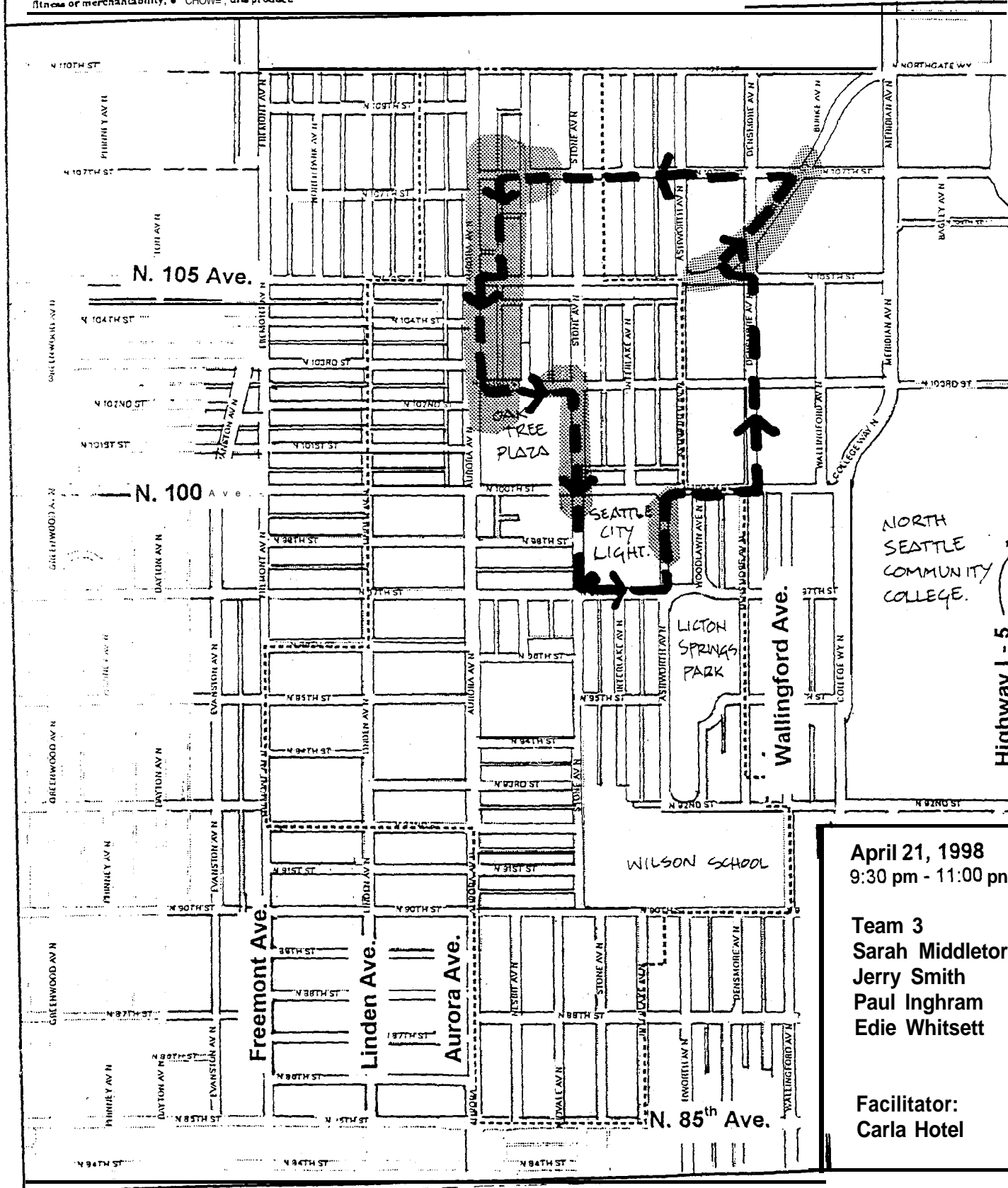
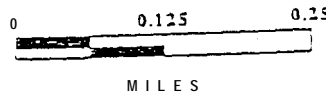
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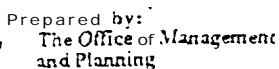
April 21, 1998  
9:30 pm - 11:00 pm

Team 3  
Sarah Middleton  
Jerry Smith  
Paul Inghram  
Edie Whitsett

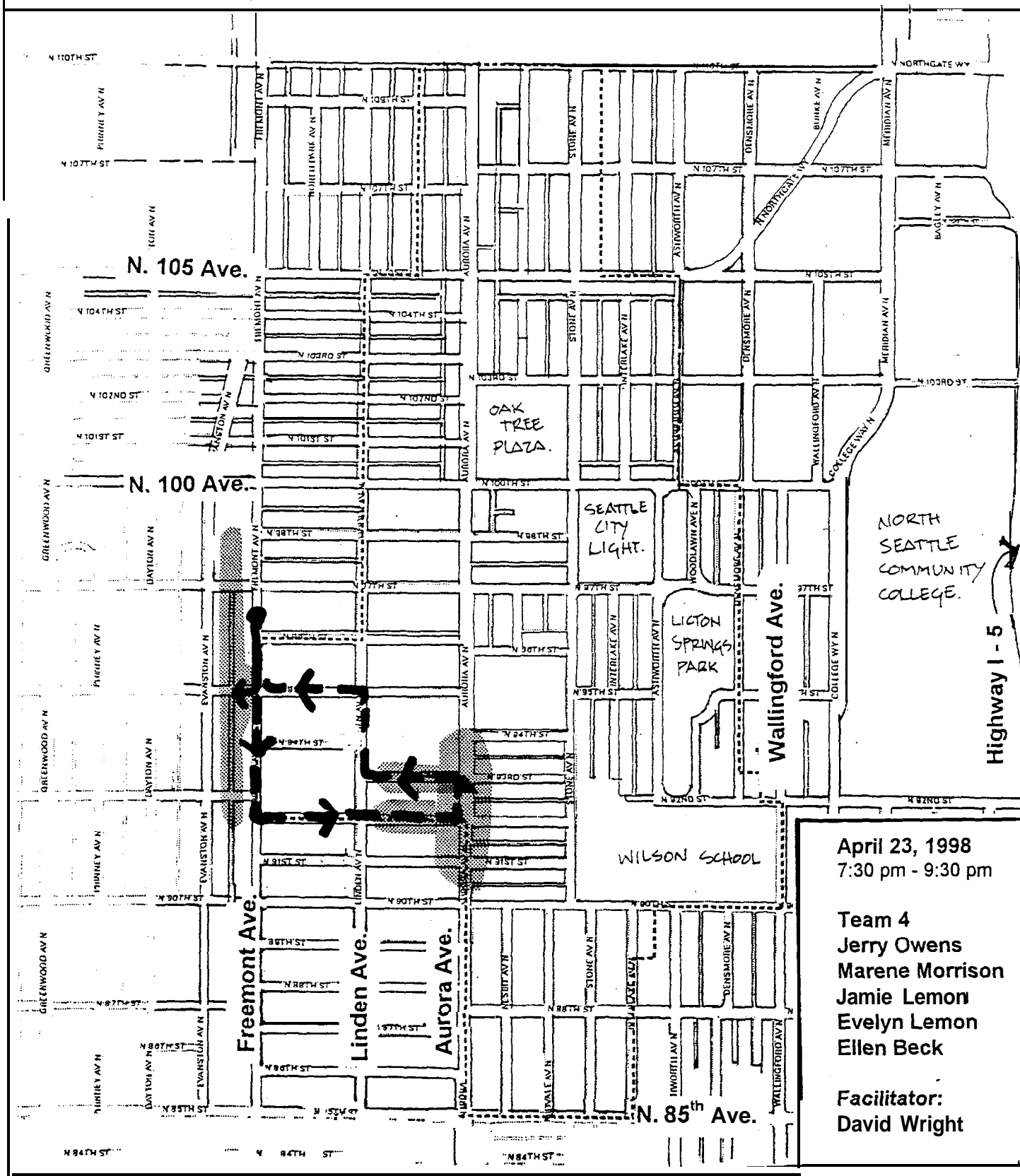
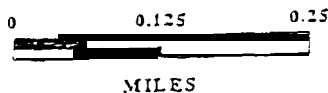
Facilitator:  
Carla Hotel

# Aurora Ave and 97th Residential Urban Village

**Safety Audit Team #4 Route**  
**4 (e)**



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**April 23, 1998**  
7:30 pm - 9:30 pm

**Team 4**  
**Jerry Owens**  
**Marene Morrison**  
**Jamie Lemon**  
**Evelyn Lemon**  
**Ellen Beck**

**Facilitator:**  
**David Wright**



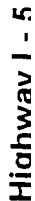
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**4 (f)**

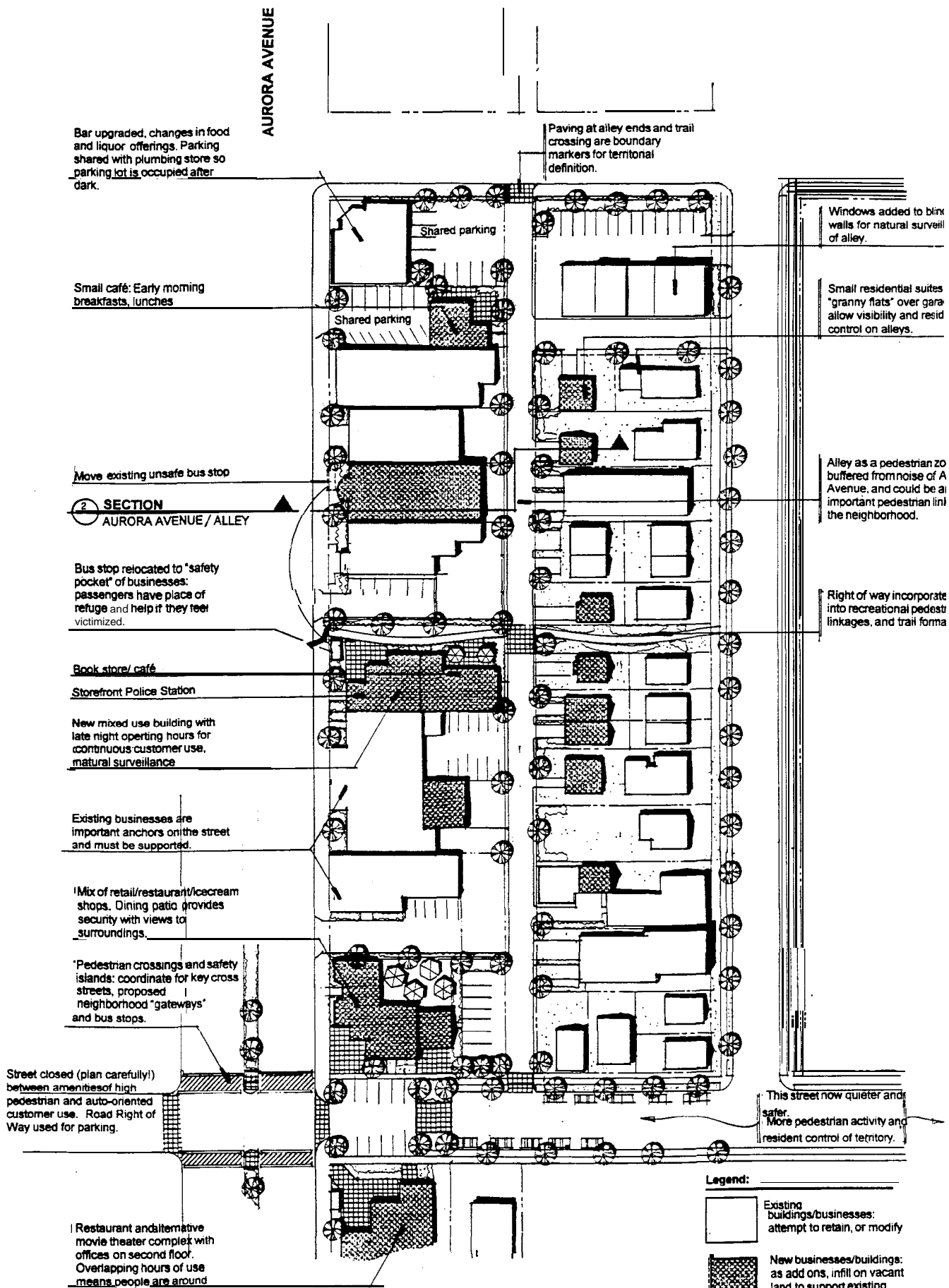
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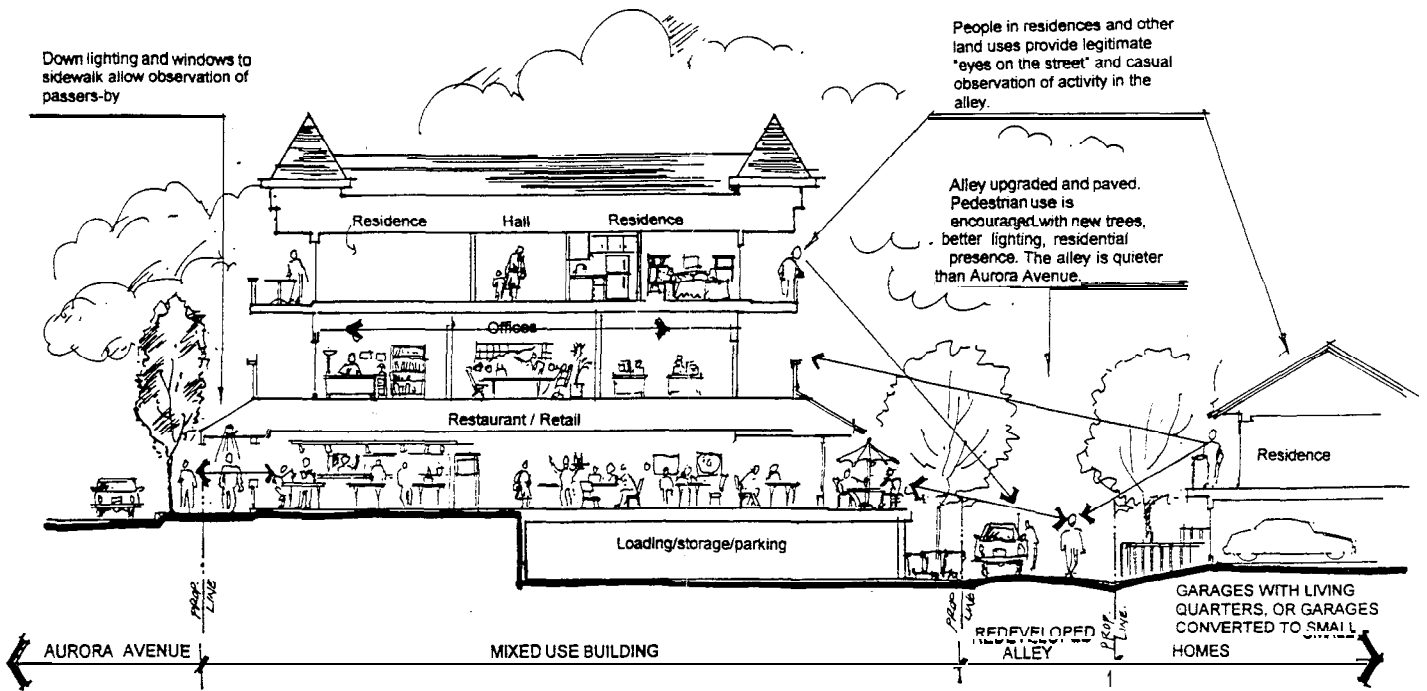
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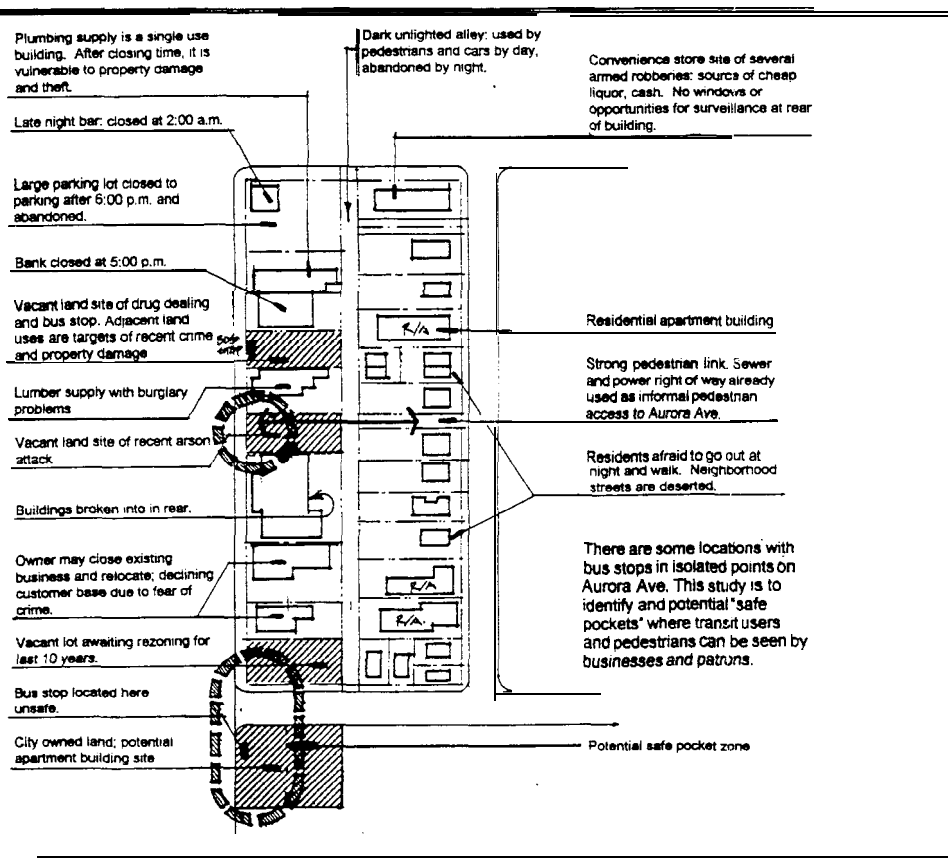
**ACTION ASSESSMENT GROUP INC.**





CROSS SECTION FROM AURORA AVE. TO ALLEY

Not to scale





POSSIBLE EXISTING SCENARIO

Not to scale

## SAFE URBAN DESIGN STUDY

PREPARED FOR

AURORA LICTON PLANNING GROUP,  
SEATTLE, WASHINGTON  
USA

<b>ACTION ASSESSMENT GROUP, INC.</b>	
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LANDSCAPE ARCHITECTURE	CRIME PREVENTION PLANNERS
URBANSAFETY CONSULTANTS	
TORONTO	LANGLEY
<b>PROJECT NAME</b>	
AURORA AVE. SAFE URBAN DESIGN CONCEPTS	
<b>CONSULTANTS</b>	
INGHRAM DESIGN CONSULTANTS and DAVID NEMENS & ASSOCIATES, INC.	
<b>TITLE</b>	<b>SCALE</b>
EXAMPLE EXERCISE	AS SHOWN
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<b>SEAL</b>	<b>DATE</b>
	JUNE 25, 1998
<b>SHEET NO. 1</b>	<b>NORTH</b>
<b>OF 1</b>	
<b>DESIGN</b>	
D. H. WRIGHT	
<b>REVISION</b>	
<b>NUMBER:</b>	

# Licton Springs eternal



Cheryl Bling, 60, and her 20 species of waterfowl, including these Siberian red-breasted geese.

## Residents seek way for area to endure

By JEFFREY BROWN

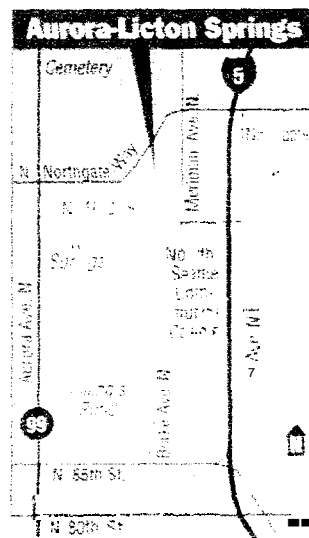
It's a small, quiet neighborhood in the heart of the city, and it's home to a unique collection of waterfowl. Cheryl Bling, 60, and her 20 species of waterfowl, including these Siberian red-breasted geese, have made the area their home. The neighborhood is known for its peaceful atmosphere and the presence of these beautiful birds.

The residents of the area are seeking a way for the neighborhood to endure. They are concerned about the future of the area and the impact of development. They are looking for ways to preserve the neighborhood's character and the presence of the waterfowl.

The area is home to a variety of waterfowl, including geese, ducks, and swans. The residents are proud of their collection and want to ensure that it remains a part of the neighborhood's identity.

The residents are also concerned about the impact of development on the area. They are looking for ways to preserve the neighborhood's character and the presence of the waterfowl.

The residents are seeking a way for the area to endure. They are looking for ways to preserve the neighborhood's character and the presence of the waterfowl.



# Licton Springs: Touch of history

From Page B1

all began.

At Pilling's Pond, 87-year-old Charles Pilling raises wild and exotic waterfowl, to the curiosity of ornithologists around the world.

At Licton Springs Park, history is revealed.

Between 1870 and 1902, Seattle settler David O. Denny kept a summer home there. Later it became a commercialized health spa, used much as it had been by the region's earliest residents, including Chief Seattle.



Pilling

Indeed, according to the late historian Donald Sherwood, "Licton" is a Native American word meaning "red-painted waters," a result of the springs' iron and sulfur content.

The neighborhood's Valentine's Day meeting will be held at 9 a.m. tomorrow, just two blocks away at the City Light North Substation Auditorium North 97th Street and Stone Way North. "Take the No. 6 bus," says a city bulletin.

For city planning purposes, the Aurora-Licton Springs neighborhood stretches north from North 85th Street to Northgate Way and from Aurora east to the I-5 freeway. Except for busy Aurora and Wilson Pacific School, the neighborhood comprises primarily single-family homes, duplexes and a few apartment houses.

Taking shape over the next 10 to 20 years as part of the city's overall comprehensive plan, however, could be the elements of an "urban village," which the present population likely would double.

"We have a lot of questions," said Brucker. "Does it really make sense to declare this area a residential urban village? What would the city need to supply for it to work? What would the boundaries be?"

"And before we answer those questions, where would its heart be?"

Certainly not at Pilling's Pond, though close, maybe, some suggest.

Pilling nods. He likes the idea.

"A lot of the neighbors would like to figure out a way to keep this going since I can't manage it any more," he said.

Born and raised in the house he still lives in on North 90th Street, Pilling has seen many changes. As a kid, he rose early enough each morning to deliver the Post-Intelligencer by horseback, then to milk six cows before school.

His chores continue at the pond he created in 1920. In 1955 he made ornithologic history as the first to breed a pair of hooded mergansers, tie repeated the feat with a pair of

persnickety buffleheads in 1964, and in 1977 he did it again with some harlequin ducks. Waterfowl fanciers have flocked to Pilling's Pond ever since.

Today the pond is tucked behind a rusting wire fence but remains in full view of passersby. As they look, they may see black-necked geese from South America or wild wood ducks that come and go as they please.

"It's a wonderful place. We're very fortunate to have something like that in the heart of Seattle," said Icie Ulsch, president of the Seattle Audubon Society.

Licton Springs Park, too, is a wonderful place, said Jerry Testone. She and her partner, Eldon Napp, live across the street on Densmore Avenue North and can watch the action from their front window.

"It's lovely over there," Testone said. "People even come here to have weddings."

But is it the community's heart?

"It's certainly close to the geographic center, and it illustrates our concern over the lack of open space," said Jerry Owens, co-chairman with Brucker of the community council. "People are concerned that there isn't enough. Our playing fields have deteriorated. How will we handle twice as many people?"

Reporter Gordy Holt can be reached at 206-448-8111 or gordyho@seattleu.edu.